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CENTRAL INTELLIGENCE AGENCY REPORT NO. [REDACTED]

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1. During February 1949, railroad freight traffic increased considerably. This was primarily due to the easing of transit restrictions through the western sectors of Berlin and the subsequent elimination of far-flung detours. In addition, more shipping space became available, so that it was possible for Poland to handle shipments faster and to liquidate a large part of the backlog of trains. The situation deteriorated somewhat during March, because of unfavorable weather conditions, especially in the Baltic sea area where the waters rose above the normal level. By 20 March, the backlog of trains had been reduced to 49, of which 34 were destined for Poland, 11 for the mining area, and 4 for Baltic ports. 430 additional trains were put into operation between 6 and 13 March to handle the traffic to the Leipzig Fair; these trains carried approximately 125,000 persons.
2. The number of prisoners of war returning from Russia increased considerably and it became necessary to equip a large number of freight cars for such transports with cots, stoves, and lighting equipment. During February, 14 trains brought 7,553 resettlers and prisoners of war from the east, compared to 16 trains with 7,933 persons during March.
3. During February, the average daily number of cars loaded increased from 14,631 for the first week to over 16,300 cars for the 4th week. During March, car loadings fluctuated, but reached a new record of 18,200 cars a day toward the end of the month. This new high was reached although the number of cars available was actually 400 cars below the figure mentioned in the operational plan. Shipments of coal from Poland and of lignite briquettes to Poland reached a new high during February and March. Transit shipments during March from Czechoslovakia and Hungary to Sweden, Denmark and Hamburg, were about 30% above those of February.

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## 4. Breakdown of car loadings during

	<u>February</u>	<u>March</u>
Coal	182,841	205,893
Lumber	32,699	30,245
Cattle	2,483	2,432
Miscellaneous industrial goods	52,832	34,540
Piece goods and express goods	14,441	16,822
Grain and flour	7,481	8,000
Fertilizers	29,710	30,349
Sugar	5,654	5,524
Railroad equipment	20,444	21,996
Occupation traffic, including requisitioned goods	-	12,915.90
Potatoes	2,510	4,444
Construction materials	32,553	28,664

5. In March, a new type of locomotive was taken into operation, whereby the number of locomotives available was increased to 7,009. Of these, 2,374 were in daily operation, namely 1,085 for freight trains, 633 for passenger trains, and 656 for switching. The number of trains in operation increased from 4,024 in February to 4,127 in March. Following an order by the Reichsbahndirektion to utilize the full load capacity of the locomotives and to dispatch only such trains, the average number of trains with a load of 2,000 tons increased to 40 a day during February. In order to be able to meet the increased transportation demands, the SMA agreed to approve the release of some reserve locomotives. During March, 75 reserve locomotives of the RBD were in operation, leaving only 25 reserve engines. In March, the SMA reserve park consisted of 221 locomotives; in addition, 11 of its locomotives were undergoing test runs, 12 were used for the Leipzig Fair traffic and 6 were in operation to help alleviate traffic difficulties. In February, 35.3% of the locomotives needed repairs; this figure dropped in March to 34.2%.
6. The February plan provided for the repair of 275 locomotives; however, due to a shortage of pipes, sheet iron, wheel flanges, etc., it was only possible to repair 169. It also became necessary to withdraw 15 locomotives. During March, only 233 of the 311 locomotives scheduled for repairs could be processed. It was therefore planned to dismantle one hundred damaged locomotives, thereby and to salvage all parts which might still be used. The number of trains which could not be furnished with locomotives which was 100 in the beginning of February, fell to 40 in March.
7. The number of freight cars available amounted in March to 92,500 cars of which 7,765 or 8.4% needed repairs. During February and March, a large number of requisitioned freight cars were returned from Poland and Austria. By the end of March, about 2,500 spare cars had been received. Due to the fact that most of them required intensive repair work, there were at the end of March 500 more than defective cars than at the end of the previous month. In the second half of March, the average run of freight trains was 207 kilometers a day, while passenger trains averaged 252 kilometers a day, which was a few kilometers above plan figures.

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8. During March, the RBD received no shipments of hard coal from Silesia. Coal reserves became dangerously low and dwindled during March to a week's supply.
  9. There are 6,691 steel wheel sets awaiting repairs in the RBD workshop. Of these, 3,266 are in need of new flanges, of which there is an acute shortage. Tests are now being made for the manufacture of wheel flanges by means of a new method. Old wheel sets were examined to determine whether they could be altered, and used for some other locomotives.
  10. There was also an acute shortage of copper parts, spare parts for locomotives, light bulbs, turbine generators, rivets, glue, electrodes, and lubricating oils of various kinds. In order to be able to execute the work required for the first six months of 1949, 170 tons of metal must be supplied in addition to other materials.
  11. In the uranium mining area, the RBD Dresden encountered technical difficulties, due to large numbers of shipments and subsequent overcrowding of the RR lines, as well as to construction work being done in the Aue station. By the end of February, construction work in the stations Schneeberg, Ober- & Niederschlema and Aue was finished to about 50%. Work on the crossing points Erlabrunn and Antonsthal has been completed and the second track between Aue and Niederschlema has been moved. Loading ramps were being built in Johanngeorgenstadt, as well as between Ober- and Niederschlema. Other construction work under way:

## Main station Leipzig

RR line Pritzwalk-Meyenburg. (By the end of March work had advanced so far that the stretch Pritzwald-Falkenhagen could be put in operation.)

## Shunting station Magdeburg-Buckau

The shunting station Frankfurt/Oder is being enlarged and all tracks and switches have already been transferred.

Construction work in the Berlin RR district is proceeding according to plan.

Reconstruction work on the Nord-Stad S-Bahn is still under way. On account of a shortage of cement, work at different locations had to be stopped.

Work for the electrification of the line Grünau-Königswusterhausen had to be stopped, as a second track is being laid along this stretch.

## 12. Status of bridge construction:

Elbe bridge near Hammerton - almost completed

Elbe near Pratau - Operations over the two tracks were started on 3 March

Elster bridge near Jocketa - Construction work proceeding satisfactorily.

Havel bridge near Caputh - Opened to traffic on 19 March, thanks to the release of the 27 meter long center parts by the British Military Government. These parts had been made by the firm Eisen & Stahl AG in Berlin

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13. Although an order had been given to equip all S-Bahn trains in the Berlin district with light bulbs and glass windows, there still remained at the end of February 1949 55 trains without window panes and 60 trains without light bulbs, due to the impossibility of procuring the necessary materials.
14. The question of incorporating all private railways into the Reichsbahn net was closely studied. It was found that 100 of the existing 120 private lines had already become public property. The Commission, made up of representatives of the RBD, of the state governments and of the Berlin Magistrate, approved with minor modifications the plan worked out by the Department of Transportation of the German Economic Commission for taking over the remaining lines.

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